

# THE WARSAW WEEKLY

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5th YEAR

WARSAW, MARCH 15, 1939

No. 6

## London Letter

by "The Londoner"

Britain's "Trade Ambassador".

Mr. R. S. Hudson, the secretary of the Department of Overseas Trade, who is about to embark on a series of trade missions for Britain, is well fitted for his task as a "Trade Ambassador". He received his early training in the Diplomatic Service from which

### Command Performance at Covent Garden.

The first Royal Command Performance to be held at Covent Garden, London's opera house, since 1914, is to be staged on Wednesday, March 22nd.

Their Majesties will be entertaining the President of the French Republic and Mme. Lebrun, and the Royal Party will occupy a specially arranged box in the centre of the Grand Circle.

On either side there will be boxes for the diplomatic corps and ministerial representatives. Uniform or levée dress will be worn in the pit and grand tier boxes, and evening dress in all other seats except amphitheatre and gallery, so that the scene will recall the splendours of pre-war "Galas nights at the Opera".

The programme includes a rendering of Debussy's *Iberia* by the London Philharmonic Orchestra, conducted by Sir Thomas Beecham, and the first and third acts of the Tchaikowsky ballet *The Sleeping Princess* in which Miss Margot Fonteyn and Mr. Robert Helpmann are now drawing crowded houses to the Sadler's Wells Theatre.

### Ottawa Prepares.

Mr. Alan Lascelles, King George's assistant private secretary, is on familiar ground at Ottawa, where he has arrived to discuss arrangements for the King and Queen's Canadian tour. As secretary to Lord Bessborough when he was Governor-General, Mr. Lascelles acquired a knowledge of the Dominion which will obviously prove very valuable this summer.

The biggest job of his four years with Lord Bessborough was the Ottawa Conference. This involved a heavy increase in the duties of the Governor-General's staff both as regards State work, drafting reports to the King, and entertaining the delegates. The sequel was promotion for Mr. Lascelles.

He has also had experience of Africa and India. During his nine years as assistant secretary to the Prince of Wales he accompanied him on his big-game hunting expedition to Africa in 1928.

He had previously been A.D.C. to his brother-in-law, Lord Lloyd, in Bombay. There he married the daughter of Lord Chelmsford, who was Viceroy at the time.

One of the methods which he favours is the organization of the separate firms within different industries to enable them to present a "united front" to competition, and his proposal has met with a remarkable response. So much so that he was able to announce in the House of Commons the other day, "Every week I get a new industry organized".

Mr. Hudson leaves on March 16th, for a tour which will take him to Berlin, Warsaw, Moscow, Helsinki and Stockholm.



Mr. R. S. Hudson.

he retired in 1923, and he has held his present post since 1937.

He has also had commercial experience and his father, Mr. R. W. Hudson, was Chairman of the famous "Hudson's Soda" manufacturing company.

In the last year or so, Mr. Hudson has impressed his ministerial colleagues and the general public by his outspoken comments on Britain's commercial position — a position which he is determined not only to maintain, but to improve. "Britain cannot stand idly by", he has said, "and see her markets being lost".

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## H. M. S. "King George V" — Britain's New Battleship

By Herbert W. Dawson.

The launch of the battleship "King George V" in February marks a significant phase in British naval history. She is the first to be built for fifteen years and is one of five such monsters all part of the huge programme of naval expansion to which Britain is committed.

On the 21st of February King George VI of Great Britain released a trigger which sent the new battleship "King George V" sliding down into the chill waters of the River Tyne. This action did more than add a single unit to the British Navy — what the King and Queen saw that day, what thousands of spectators saw, was the birth of a new fleet, the dawn of a new chapter in British history.

Standing on the launching platform, looking up at the towering sides of the stout steel hull, it was hard to realise that the ship was capable of movement. She seemed rooted to the ground and the workmen knocking away supports from underneath the hull looked like so many pygmies struggling against a power beyond their strength. The men of Newcastle, however, had pitted their skill against such monsters since Britain first had a modern fleet, and the ship was "alive" — was actually moving towards the sea — almost three-quarters of an hour before the King's arrival. We could hear the rhythmic beating of the hammers and watch the hull slowly settling on to the greased ways. As the massive timbers took the strain the tallow and soft soap used as lubricants — were forced into great solid lumps and when their great sides reached the sea there was a decided gap in the "tell tale" — a wooden gauge that marks the first movement of a ship.

Over the din, the clashing of steel and the indefinable murmur of a crowd, we suddenly heard a band playing the Royal Salute as the King inspected the military guard of honour. Their Majesties' progress towards the launching platform was marked by wave upon wave of cheering — cheering from the men and women of Tyneside which for years has suffered from economic distress. When the King took his place beneath the sharp bows of the new man-of-war, the National Anthem was sung — the voices of the workmen on the vessel's deck rising high above the music. Then followed a short service; we sang



H. M. S. "King George V" takes the water.

that beautiful old English "For those in peril on the sea", engineers made a final examination of the "tell tale" and the King stepped forward to launch the most modern battleship in the world: "I name this ship "King George V". God bless her and all that sail in her".

In the silence that followed we could hear the sharp sound of breaking glass as the gaily decorated bottle crashed against the steel. There was a gash from the crowd, a sharp intake of breath as the great ship started to move. Faster and faster she went, the tall bubbling and boiling in her wake, until she reached the water. The ship in the river greeted her with screaming whistles, the heavy "drag chains" — which act as a brake — ran out in clouds of red dust, shipyard tugs were alongside and H. M. S. "King George V" was afloat — in her rightful element — named by a sailor King and followed by the blessings and cheers of an entire city.

H. M. S. "King George V" is a radical departure from all previous British battleship designs. She has a displacement of 35,000 tons. She will be armed with ten 14-inch guns in three turrets, sixteen 5½-inch guns in eight turrets and a heavy battery of the famous "multiple pom-pom" anti-aircraft guns. It is officially announced that her speed will be "appreciably greater than that of H. M. S. "Nelson" — at present the most modern vessel in the British Battle Fleet.

This new ship is the first of five similar vessels scheduled for launching this year — four of them

will join the Fleet during 1940 — and four even more powerful ships, probably of the "Lion" class, will be laid down during the next twelve months. The present battleship strength of the Royal Navy is fifteen vessels — many of them being war-time veterans — but with nine ships under construction Great Britain is fast building a new fleet. She is determined to protect her interests against any possible combination of hostile navies.

"King George V" was built by the famous Vickers-Armstrong Naval Yards on the Tyne and it was heartening to see the men who built her wishing her "Good Speed" on her first journey. They were, in fact, cheering themselves "out of a job", and the Admiralty announcement that one of the new battleships will be laid down in the vacant slip was not the least happy feature of the day.

With every month that passes the naval power of the British Empire grows stronger. Shipyards, such as Vickers-Armstrong, are working at full pressure, new ships are joining the Fleet and older vessels are returning to service after extensive modernization and refitting. This new fleet will never menace the world's peace, any more than did the Battle Squadrons of 1914 or the Grand Fleet of 1918. The launching of H. M. S. "King George V" means that the days of one-sided disarmament are over and that Great Britain is once more determined to uphold her interests in every continent and on every sea.

to fight the battle which decided the ultimate fate of Canada.

Above the cove stands his monument — a simple stone monolith inscribed "Here died Wolfe, Victorious". His noble French adversary, General Montcalm, died on the following day.

Modern harbour facilities are now installed, and the crowd that

will line the cliffs on May 15th will be neither French nor English — they will be Canadians, giving Canada's welcome to Canada's King.

### London's Evacuation Chief.

Captain Austin Hudson, the Parliamentary Secretary to the Ministry of Transport, revealed the other day in a speech that the

emergency evacuation plans for London were in the hands of Mr. Frank Pick, General Manager of the London Passenger Transport Board.

Mr. Pick's professional knowledge of transporting London's millions every day makes him the obvious choice for the scarcely more difficult task of evacuation.

(Continued on page 3)

# AVIATION NEWS

## 1939 ESTIMATES FORESHADOW GREAT CIVIL FLYING ADVANCE

Evidence of imaginative plans to assure Great Britain a place in world air transport commensurate with her traditional leadership in mercantile shipping is contained in the explanatory Memorandum which Sir Kingsley Wood, Secretary of State for Air, has presented to Parliament with the 1939 Air Estimates. Progress on a world-wide front is implicit in announcements of forthcoming extensions to British air services in Europe, Africa, Australia and the New World.

The 1939 Estimates provide £500,000 for airliner research and development, compared with £200,000 in 1938. Seventeen new landplane airliners are included in production plans. Active encouragement given the de Havilland company during 1938 has already shown fruit in successful first flights of the Flamingo all-metal twin-engine passenger airliner, which is scheduled for quantity production this year. Looking further ahead, financial provision is made for work on the design and construction of "stratosphere" airliners equipped for operation at great heights.

Later in 1938, two all-metal four-engined landplanes having an all-up weight of about 42,000 lb. were ordered by the Air Ministry from the Fairey company. A contract for twelve more has now been placed; they are likely to be used in the first place on European inter-capital routes.

### Monoplane Biplane.

These airliners, styled provisionally the Type F.C. — I, are designed to carry up to thirty passengers at a maximum speed of about 275 m.p.h., and to cruise economically at 220–230 m.p.h. Their non-stop range will vary between 500 and 1,700 miles, according to the payload carried. Their design includes a moderately supercharged air-conditioned cabin to permit flight at levels above 10,000 feet without discomfort to passengers, many of whom suffer if obliged to breathe rarefied air. A retracting "tricycle" undercarriage, consisting in a nose-wheel and two main wheels, is fitted. Four 1,000 h.p. engines — probably Bristol Taurus sleeve-valve units — mounted in the leading edge of the monoplane wings will provide power.

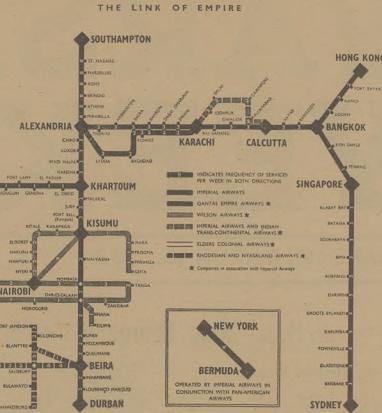
Novel feature of the F.C. — I are auxiliary wings which, to facilitate take-off and safe, slow landing, temporarily convert this beautifully streamlined craft to a biplane with an abundance of extra "lift".

Orders have also been placed with the Short company — world's leading designers of flying-boats — for three long-range landplane airliners, each to weigh with full load about 31 tons. They are intended for passenger and mail transport over the North and South Atlantic and to accelerate existing Empire services by introduction of long-stage flying.

### Cruising at 270 M.P.H.

Two of these big craft are designed for commercial operation at about 10,000 feet, carrying up to 13 passengers and some 3,000 lb. of mail (or other cargo) at a cruising speed of 240–250 m.p.h. Range will be approximately 3,000 miles non-stop.

The third new landplane is designed for travel at heights ranging up to more than 25,000 feet. It will fly at about 270 m.p.h. Four Hercules 14-cylinder sleeve valve engines, together developing maximum output of nearly 6,000 h.p., will provide power in each of the three airliners.



Five continents are affected by Britain's overseas civil aviation programme. Formation of a new company, to be known as Tasman Empire Airways Ltd., precludes regular air services linking Australia with New Zealand. Three important concerns are associated in the new company — Imperial Airways, Qantas Empire Airways, (of Australia) and Union Airways (of New Zealand). In the early stages, twice-weekly air services will be run in each direction between Australia and New Zealand. Later, if the volume of traffic warrants the increase, thrice-weekly services will be introduced.

Trans-Tasman services will begin as soon as the ground organization is sufficiently advanced. Already "Aotearoa", first of the fleet of three seaplanes scheduled to inaugurate the service, has been launched at Rochester. Similar in essentials to the Short Empire flying-boats, each of these "trans-Tasman" craft has been strengthened to permit loading up to 46,000 lb., thereby enabling the carriage of sufficient fuel for an ample margin on non-stop journeys of 1,330 miles between Sydney and Auckland.

### African Network.

Development of a central landplane route between East and South Africa is proposed, in conjunction with South Africa Airways. Existing services connecting the Gold Coast and Nigeria at Khartoum and Lagos (Nigeria) is contemplated.

Surveys for a landplane route between Gambia and the Gold Coast have been undertaken.

Development of air lines through central Africa may be of great strategic importance; in an emergency they might provide an airway to India and beyond should the Mediterranean be temporarily impassable. Incidentally, progress with Britain's projected South Atlantic air service should make Bathurst an aerial junction of the first importance.

Across the North Atlantic empirical regular British services with mails are planned to begin in June this year, operating once weekly in each direction. This service will be preceded by a number of long-distance trial flights around Britain and out to the Mediterranean and back — and by final tests of the special refuelling device embodied in each aircraft. The four Short "S. 30" seaplanes for this service are already launched. They are designed to take-off with an all-

up weight of 46,000 lb. and subsequently to take on in mid-air from a tanker plane additional fuel up to 53,000 lb. As soon as technical and operational considerations permit, North Atlantic frequency will be increased to two round-trip flights a week.

### Progress East and West.

Establishment of a British air service linking the islands of the West Indies is the subject of official consideration. The report of an official of the Civil Aviation Department, Air Ministry, who was sent to discuss the subject with the local authorities, is being closely examined.

New territory is opened up in the Far East as the result of negotiations concluded with the Chinese government for operation on a reciprocal basis of air services between Burma and China. Arrangements are in train for a preliminary flight from Burma to Yunnanfu. As soon as possible a regular air service will connect this important Chinese centre with the main Empire route at Rangoon or Akyab (Bengal). Pioneer flying on this route is likely to be done by Armstrong Whitworth Atalanta monoplanes — trustworthy four-engine craft which have operated services across India since 1933. Each Atalanta carries 15 to 17 passengers and a crew of three. They were expressly designed for operation in the tropics.

Plans are being pushed ahead for establishment during 1939 of new services between England and the continent of Europe, subject to the agreement of the various countries concerned. The London-Budapest service will be re-opened. Day and night services to Berlin, with an extension to Warsaw, are planned. A new service to Marseilles is in view. All existing services to France, Switzerland, Germany and Scandinavia will be maintained.

In all, Britain's 1939 civil aviation plans involve a government vote of £4,787,000 — an increase of £1,861,000 over the previous year.

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# The British Industries Fair

The World's Greatest Shop Window

By Herbert W. Dawson

The British Industries Fair ("B.I.F.") attracts more buyers every year. And it is a great tribute to British skill that thousands of keen business men — not casual tourists — come from overseas to inspect the Fair. For one thing, the term "British" includes the entire Empire and no other national fair can offer such a wide range of natural or manufactured products. With the exception of two "depression" years, the B.I.F. has shown a steady triple growth: more exhibitors, more buyers and more actual orders placed at the Fair than the total business resulting from the display being impossible to calculate.

A steady flow of commerce, moving freely between nations, can do much for the great mass of people as a conference of statesmen discussing boundaries or armaments. Every country in the world has, by various means, tried to stimulate this flow, and the organizers of the British Industries Fair have found a method that really works.

The main purpose of the Fair is, of course, to sell British goods, but no attempt is made to "freeze credits" or to hamper the buyer's future freedom.

The manufacturers of Great Britain, in co-operation with the British Department of Overseas Trade, exhibit their merchandise for fair comparison, confident that they can display their goods in a great shop window, for all the world to see, and sell them solely on their merit. This may sound a difficult task, but the first week of this year's "Fair" has shown that quality still counts; from February 20th to February 25th, 4,000 business men representing 69 different countries (including 83 from Poland) — signed the visitors' books. Altogether 99 countries are represented in the comfortable "Buyers' Clubs" at the Fair.

Economic nationalism has not succeeded in stifling the normal laws that govern trade, whether it be trade between individuals, between neighbouring cities or between sovereign states.

It is interesting to recall that the first British Industries Fair was held in 1915, to show the British public that their manufacturers

were capable of meeting all war-time needs. At that Fair, held in the Agricultural Hall at Islington, 591 firms exhibited, and the display occupied some 88,714 sq. ft. of space. Today the Fair's fills the three largest exhibition halls in the country, Olympia and Earl's Court in London and the Castle Bromwich Hall in Birmingham. The number of firms taking part has risen to 2094 and the floor space amounts to over 856,000 sq. ft.

Fairs, of course, are as old as history. In medieval times the great fairs of Flanders drew traders from all over Europe and many large cities stand on the sites of long-forgotten fair grounds.

The many great "International Exhibitions" marked a 19th Century revival of the old time European "fair" and the tremendous exhibition opening in New York this summer proves that these glorified schoolrooms still hold a place in modern life. There is, however, a vast difference between an "Exhibition", such as that held at the Crystal Palace, and a trade fair such as the B.I.F. An exhibition is largely educational and by means of art galleries, museums, industrial and economic displays, publicity, speakers and cultural exhibits seeks to give the general public a truer picture of the various countries represented. A "Fair", on the other hand, is essentially a commercial venture.

There are no cultural features and, while a trade fair is not without interest to the public, its main appeal is to "trade buyers" — men who utilise the Fair to compare the range of some specific product and who place definite orders with the firms exhibiting.

The B.I.F. is certainly the greatest annual display of this kind in the world and it is a great tribute to British skill that thousands of keen business men — not casual tourists — come from overseas to inspect the Fair. For one thing, the term "British" includes the entire Empire and no other national fair can offer such a wide range of natural or manufactured products. With the exception of two "depression" years, the B.I.F. has shown a steady triple growth: more exhibitors, more buyers and more actual orders placed at the Fair than the total business resulting from the display being impossible to calculate.

There are several features of this gigantic shop window that are of interest. In the first place the economic resources of the British Empire are very evident, and the belief that Great Britain is solely a country of "heavy industry" is soon exploded. While retaining her old position in the engineering trades, Great Britain has developed a tremendous number of "light industries", all manufacturing quality material that is finding a ready sale in the world market. Optical instruments, chemicals, toys and "plastics" are examples, and Women's dresses, too, are being exported from Britain in ever increasing numbers.

One firm, exhibiting at the B.I.F. for the first time, has, in four days, secured enough orders to keep its factory working at full time for an entire year. Another reports that orders have increased by 50% over the 1938 figure. A third company has sold 1,100 cameras in three days, and most exhibitors say that they are "well satisfied" with conditions.

To everyone, buyers and public — the British Industries Fair has come as a tonic. British trade, perhaps more than that of smaller powers, is faced with many difficulties: import quotas, "pegged" currencies, official and semi-official subsidies, legitimate tariff barriers and antagonistic propaganda of every description. Yet, in spite of these difficulties, British trade is growing. The 4,000 buyers and the 400,000 visitors — all potential buyers — to the British Industries Fair show that Britain can and does produce what the world wants.

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# Theatrical News

A DIAMOND JUBILEE

By Edward W. Betts of "The Era"

The always interesting Shakespeare Festival at Stratford-upon-Avon has special claim to attention this year as it includes the Diamond Jubilee of the Memorial Theatre.

After two months of rehearsal, first in London, then at Stratford, the company opens, on April 3, with *The Taming of the Shrew* produced and designed by Komisariewsky. Other plays in this year's repertoire include *As You Like It*, produced and designed by Baliof Holloway; *King Richard III*, produced by B. Iden Payne, the director of the Festival with scenery designed by D. J. Finley, who has done splendid work for the Coventry Repertory Company; *Othello*, to be performed in the new theatre for the first time; *Twelfth Night*; *The Comedy of Errors*; *Coriolanus*, and *Much Ado About Nothing*. The last piece was done as the opening play when the old theatre was inaugurated, sixty years ago, and will be this year's "birthday" play — to be performed on Saturday, April 22.

Casting for the whole of the series has not yet been settled, but the following details are interesting: Petruchio and Katherine, Alec Clunes and Vivienne Bennett; Rosalind and Orlando, Vivienne Bennett and Geoffrey Keen; Touchstone and Jacques, Jay Lasser and Queen Margaret, John Laurie and Dorothy Green. Other members of the company are James Dale, Joyce Bland, Betty Hardy and Lesley Brook.

One of the most exciting events of recent weeks in London was the production at the Duke of York's Theatre of Ibsen's *A Doll's House*, under the title of *Nora*, with Lucie Mannheim in the name-part. Marius Goring, Miss — was responsible with Miss Mannheim for this revival, is next to produce a comedy by Jerome K. Jerome, *Lily Fanny and the Servant Problem*, originally presented in 1900 and later seen in a musical version in America under the title of *The Rainbow Girl*. Mr. Goring proposes to make the Duke of

**WARSAW STAGE**  
"HAY FEVER" ("WEEK-END")

This comedy is the history of a week-end at the estate of Mr. and Mrs. Bliss living there with their son and daughter. Each of them has invited a week-end guest without advising the other members of the family. So Mrs. Judith Bliss, ex-star of the London stage has invited, Sandy Tyrrell, a sportsman; her husband, Dave, — a young girl, the charming Miss Jackie Coryton; the daughter Muriel waits for the diplomat Richard Greatham, and the young son for a London beauty, — Mrs. Arundel. From this unexpected ensemble Noel Coward has prepared a comedy, sometimes naive and monotonous, sometimes amusing in its characteristic of that crazy artistic Bliss family (remembering the families of *Tessa* and *You Cannot Take It with You*, but poor in comparison with them).

As a literary and scenic work "Hay Fever" does not possess many values, but it has an admirable feminine rôle, giving great opportunities to an actress. Judith Bliss, a woman, forgetting often that she is not on the stage, and playing fragments of her dramatic parts as constituting her unreal but real life, is an interesting figure for the interpreter. At the *Teatr Nowy* Mieczysława Cwiklińska plays the part and exploits all its

York's Theatre a repertory house, with a change of programme three times a week.

The King and Queen are paying another visit to the London Coliseum. Last November they were present at the Royal Variety Performance; on March 27 they will attend a special matinee in aid of King George's Pension Fund for Actors and Actresses, a useful charity with an interesting history.

When, in 1911, a gala performance was given as part of the festivities attending the Coronation of King George V, there was a profit of nearly £5,000. At the King's request this was used as the nucleus of a pension fund for the theatrical profession. Since then a matinee in aid of the fund has been held almost every year since. This year's performance is organized by Leslie Henson, who will speak the prologue. The play is Louis N. Parker's *Drake*, and the "crowd" in the final scene, set in front of Old St. Paul's, will comprise as many members of the profession as the vast Coliseum stage can hold.

Though it is a few hundred yards from Piccadilly Circus, the little Windmill Theatre could easily be overlooked by a stranger. Seven years ago, after it had failed both as an "intimate" theatre and a cinema, it was bought by Mrs. Laura Henderson, who put on a non-stop programme that ran continuously from noon till midnight, involving five complete shows a day. In its early days the enterprise is said to have lost £25,000, but with the revival of variety better times have been enjoyed: indeed I am told that the profits have reached as much as £11,000 a year.

The theatre is entirely self-contained. The manager, Vivian van Dam, devises and produces the shows. The music, costumes and scenery are all designed and made on the premises. The theatre has its own staff restaurant and recreation rooms. And work has been provided for more than a hundred people continuously for over seven years.



Mieczysława Cwiklińska

possibilities, showing all its colours from accents of true feeling through unnaturalness and overplay to the staginess of her acting in life. The difficult task is conveyed by Cwiklińska with unusual brilliancy and exquisite humour. Judith Bliss will remain a great artistic position in her repertoire.

Karolina Lubieńska also had a great success, as Jackie Coryton, being delightful in her timidity, youthful beauty and immature charm, so indispensable in this part. Tadeusz Wesołowski had much temper and nerve, as Simon

## London Letter

(concluded)

Bringing up ammunition  
for a 4.5 anti-aircraft gun



### A Defence "Secret" Revealed.

A closely guarded secret was made public by the War Office last week when a party of journalists was taken down to an unrevealed destination "somewhere in Kent", and allowed for the first time to inspect the new 4.5-inch anti-aircraft guns. The first "fixed battery" of these guns is in position outside London.

These powerful weapons are mounted in concrete emplacements and each half battery — consisting of four guns — is grouped about a special anti-aircraft range-finder and an "aircraft predictor" — a magical instrument which plots the height, speed and course of approaching planes.

Manned by Territorial Army Units, the new guns have an effective range of 7,600 metres. They fire explosive shells, weighing 25 kilograms, of tremendous power. Capable of firing 10 rounds a minute, the new British "4.5" is the most destructive anti-aircraft weapon yet devised and it will form the backbone of London's new anti-aircraft defences. The "fixed batteries" are, of course, supplemented by mobile batteries of 3.7-inch guns and searchlights.

War Office officials announced that the new "4.5" guns are now in full production, and that London, as well as the principal provincial cities, will shortly be fully provided with these weapons which give a hitherto undreamed-of protection against bombers.

The End of "Victoria and Albert".

This year's Naval Estimates spell the doom of the famous Royal Yacht "Victoria and Albert". It has been decided to break her up. With her "clipper" bows and tall racing funnels she has been a familiar sight for many years and her passing will seem the Navy's last link with the Victorian Age.

"Victoria and Albert" — known

Bliss, but the part of Dave Bliss did not offer many opportunities to Antoni Różycki, always cultural in his characterizations of elder gentlemen. Zofia Gryf Olszewska reappeared after a long absence from the Warsaw stage and was interesting as Mrs. Arundel. Zofia Wierzejska (Clara) and Leon Łuszczewski (Richard Greatham) displayed poise and culture. Nina Świerczewska (Mrs. Muriel Bliss) was unnaturally nervous and without conviction. The young Roman Karowski (Sandy Tyrrell) is an inexperienced actor, who has a good voice, but who is not prepared to appear in Warsaw.

The production of Karol Borowski remains on a high level; the sets are by Stanisław Jarocki.

The translation by Jan Lorentowicz. Jerzy Macierakowski.

in the Service as the "V. and A."

— is the third vessel to bear this name and was completed in 1899. Queen Victoria, however, distrusted her sea-going qualities and refused even to go on board. These suspicions were not without justification, and it was not until 1901 — after extensive alterations — that she entered actual service.

"Victoria and Albert" is a vessel of 4,700 tons, capable of 20 knots, and still in excellent condition. Quarters for her crew are, however, out of date and her machinery — she is coal-fired — leaves a lot to be desired.

### The New Royal Yacht.

The golden age of the "Victoria and Albert" was the reign of King Edward VII, who made many state visits in her. King George V

also used the Royal Yacht on many occasions, including the state visit to Italy in 1925. Apart from the Coronation Review of the Fleet, the present King has state visits in her. King George V and A — up to Scotland for a summer holiday which was cut short by the crisis of last autumn.

King George VI will have a new yacht whose design has not yet been decided, but it is certain that she will be a smaller but more useful vessel than her predecessor.

At His Majesty's special request she is to be a "dual purpose" vessel — capable of conversion to a hospital ship in time of war.

### Bengal's Loss.

The sudden death of Lord Brabourne, Governor of Bengal, India's largest and at times most turbulent province, is a serious loss to the British Empire.

He was 44 and thus belonged to that "lost generation" of which the Great War left far too few survivors in all those countries which took part in it.

He was the son of a gifted father, heir to an ancient family settled in a historic home in Kent, and had a career as brilliant as it was varied in the War, in the City, and in the House of Commons.

### "OUR CITY".

The *Teatr Narodowy* has given on February the 25th the European première of the American play, *Our City*, by Thornton Wilder.

This play was preceded by an announcement of originality in its conception, a sense of a man in realisation, as the author has introduced in it the figure of a confounder, and has deprived the performance of scenery and properties. Apart from that unnatural and not always consequent thought the play is rather naive and seems to be an unsuccessful work with philosophical ambitions.

The idea of Thornton Wilder is to show his own point of view on our lives at present and beyond the grave. He is principally interested in the presentation of the everyday life of a little town, of a family and of a man; but, on the other hand, he has no power to convey his thoughts to the end, as his pictures of our future life is with the atmosphere of poetic respect;

The dead persons (massed on the stage and sitting on the chairs) wait and

(Concluded on page 4)

## THE "L. C. C."

### A Jubilee of London Government

The Jubilee of the London County Council is an occasion of interest everywhere where there are students of local government; the celebration of it, naturally enough, is primarily of concern to the Londoner. The L. C. C. is an Olympian body, deliberating in solitude and acting on matters remote from the lives of the people of London. Its democratic constitution and the multitude of ways in which it is daily concerned with the health and safety of the people of London, the education of their children and the amenities of their great city, make this 50th anniversary an event in the life of every Londoner. The Council has, therefore, planned a programme of celebration in which the general public will be able to take a part.

The first meeting of the L. C. C. was held March 21, 1839, at the Old County Hall, Spring Gardens, under the chairmanship of the Earl of Rosebery. The Council inherited from its predecessor, the Metropolitan Board of Works, duties in regard to main drainage, street improvements, Thames floods prevention, bridges, tunnels and ferries, the fire brigade, housing, parks and the supervision of street lay-outs and building construction. At the same time it was given powers, formerly vested in the Justices, in regard to licences for music, dancing and stage plays, mental hospitals, reformatory and industrial schools, county bridges, coroners, and weights and measures.

The Council thus started its career with a wide field of powers and duties, but probably the most striking feature of its 50 years' existence is the extraordinary increase in its responsibilities and work. The two largest accretions have been the assumption of the duties of education authority for London, in 1904, and of public assistance authority, in 1930. At various other times Parliament has charged the Council with important new duties concerned with town planning, rehousing, mental deficiency, ambulances, welfare of the blind, licensing of motor cars, licensing of cinemas, and added largely to those powers which the Council already excercised. The result is that the Council now budgets for an annual expenditure of more than £38,000,000, an amount greater than that disposed of by many of the Small Powers. The tremendous growth in the Council's duties may be gauged from the fact that in 1930-31 its expenditure totalled £2,800,000, a sum which is less by a million pounds than the rents which the Council now receives from its housing estates.

On March 21, the Council will hold a meeting at the County Hall, Westminster Bridge, in commemoration of its first assembly, and the surviving members of the original Council will be present to take part in the Jubilee celebrations. There are three, the Rt. Hon. John Burns, the Rt. Hon. Lord Dickenson and Miss E. J. C. Cobden (Mrs. Cobden Unwin).

The Council has planned its celebrations so as to remind the people of London of what the Council has done for them during the past fifty years and to give them some insight into the actual working of the various services.

An exhibition, to be opened by Queen Mary, will be held at the County Hall March 21-April 4, to which practically all the Council's services are contributing, and there are to be "open days" when the public will be able to inspect various schools, hospitals and institutions. In early June a review will take place in Hyde Park of the London Fire Brigade and the Auxiliary Fire Service.

# BOOKS

## M. K. CIURLIONIS' BIOGRAPHY

An interesting work has recently been published on M. K. Ciurlionis, the famous Lithuanian painter and composer, by Nikolaj Worobow. This work, although written in German, should be of particular interest to English readers owing to the great spiritual affinity between Ciurlionis and William Blake, as in spite of the fact that over a century separated the dates of their births, the same underlying current of mysticism and of contact with the fundamental myths of past humanity permeates the work of both.

Ciurlionis' paintings of the Signs of the Zodiac are reminiscent of Blake at his best, while his religious and musical pictures subjects show a deep keenness with the illustrations to the Prophetic Books.

This biography which is profusely illustrated may be available in English in the near future; in the meantime art amateurs should make a point of securing this edition before it goes out of print. Copies can be obtained through Messrs. Gebethner and Wolff and other bookshops at Zl. 17.— each.

## CONCERTS.

The last two symphony concerts were conducted respectively by Mieczyslaw Mikolajewski and Wladyslaw Szostak. The young Polish conductor is developing into a thoughtful musician of high artistic intelligence. His interpretation of the *Eroica* did him much credit. The concert was devoted to Beethoven and the first section included large audience which enthusiastically applauded the performance of the great composer's Violin Concerto played by Ginette Neveu. This young artist who can hardly count 19 years, is ripening very quickly. The young Leopold Auer had many excellent points if it did not reach that height to which only a mature artist can attain.

The soloist at Friday's concert was Alexander Dlugosz. He first won the Chopin contest some years ago. His performance of the E flat Major Concerto of Beethoven was technically good, but lacking in inspiration. Depth very often was the prelude to Mendelssohn's own "Chromatische". The Glazunov Symphony though very Russian in character seemed superficial in the working out and left but a faint impression.

Other concerts were given at the Conservatory by the Society for Former Music and by various recitalists who unfortunately fail to attract even a fair audience.

K. M.

## "OUR CITY".

(Concluded)

speak about something immortal, but the author does not say how long they will wait and what is that immortal thing or part of a man. The whole composition rather reads like a good children's rhyme than the earnest work of a poet, who has ambitions to be not only a poet, but also a philosopher.

The production was a very much to the performance of the *Zarzecze*, as the famous Polish stage-director Mr. Leon Schiller has introduced in many scenes so much poetry and dramatic insight (especially in the scene of the wedding and of the burial) that this play must sometimes to listen to the play with interest.

The confidante has in the interpretation of Aleksander Zelwerowicz the naturalness and power of conviction, so indispensable for a good actress.

In addition to the leading figure of Emily Webb showed that her talent embraces accents from comedy and humour up to the deep lyricism of tragedy. Her performance in *Our City* is one of the best in Warsaw for the future. Among the other interpreters we must mention in the first line the impressive characterization of Zofia Malyniec and Jerzy Chodecki, while Jerzy Roland played in part of George Gershwin's talents and the singing of the numerous episodic roles Jasina Krzymuska, Stanislaw Lepinski, Franciszek Dominiak and Halina Michalska were specially memorable.

J. M.

## BRITISH PASSPORT CONTROL OFFICE

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112782	REISS Hanna	47	D	—	—
	* Roth	17		—	—
	* Roth	6		—	—
112788	WEISS Mata	47	D	—	Lubartowska 66, Lublin
	* Ester	6		—	—
112790	SCHÄPIRA Roza	26	D	—	Mickiewicza 8, Tarnopol
112791	GELBERG Toma	25	D	—	Krasnograd, ul. Piękna
112795	CUKERNHOT Feiga	29	D	—	Majdan
	* Salomon	3		—	—
113718	HOFSTAETTER Charlotte	18	B/3	—	Jaskowice, G. Śl. poczta Dreszca
113724	WIND Rosa	18	B/3	—	Tarnów 1, Urszulowska 11
113777	BURSTEIN Perlina	16	D	—	Skal Det. Urszulowska 1
	Chawa	6		—	—
113782	LAZOWSKI Dwora	19	C/L	—	42 Piłsudskiego, Knyszyn
115063	STEMPLER Leib	53	A/1	—	Zbasyń, ul. 17 stycznia 67
	* John	51		—	—
	* Michael	17		—	—
	Michał	12		—	—
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113705	RUT Rikha	24	B/3	—	Kalisz
117710	KOLONACKI Józef	24	B/3	—	Łukówka, Lenim
F.2419	I.74 PILLINGER Malka	23	G	14.3.39	Turka s/str. Piłsudskiego 6
F.2419	I.75 HOLZMAN Dorota	25	G	—	10.5.39 Zielona 5, Lwów
F.1419	I.76 AZJNER Grażyna	22	G	11.5.39	Kalisz, Piłsudskiego 1
F.2419	I.77 WURZEL Hanka	61	H	20.3.39	Lwów
	Chana	60		—	—
F.2419	I.78 KLAPARDA Lejbusz	59	G	—	30.4.39 4. Widok, Szydłowiec
F.2419	I.79 ECKER Feiga	51	G	—	ul. Skrzyniaka 12, Lwów
F.2419	I.80 MILĘCKI Ida	19	G	15.5.39	A. Wajdel, Łódź, Piłsudskiego 69
F.2132	TYLBER Gutta	45	D	31.3.39	Nalewki 28/30, Warsaw
	Symcha	16		—	—
F.2423	GUTER Iza	52	A/1	23.3.39	Warsaw
	M. Małgorzata	48		—	—
F.2425	GOLDBERG Leib	44		—	Krakow
	* Szmuel	18		—	—
112800	KESTENBERG Henryk	15	B/3	—	3 ul. Moniuszki, Warsaw
112804	LEWIT Isak	13	B/3	—	6 Al. Czestochowa
113748	SCHAECHTER David	19		—	—
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113781	KOPER Józchew	37	D	23.3.39	Jerozolimska 25, Radom
	* Liba	13		—	—
	* Shifra	8		—	—
113791	BARAN Daje	11	D	—	Potockiego 11, Przemysł
	GLIKSMAN Józef	44	D	—	Plotkowska 60, Łódź
	Moyses	10		—	—
113794	TAUBENFELD Malka	54	D	—	Bynek 13, Mińsk
113799	ROMANOWSKI Joram	5	D	—	Zamenhofa 3/50, Warsaw
113801	HERMANN Sara	18	B/3	—	c/o Zionist Palestine Office, Warsaw
113803	KOHN Recha	18	B/3	—	c/o Zionist Palestine Office, Warsaw
113820	BACKENROTH Chaja	40	D	—	Drohobycz
113823	BRATEN Sarra	49	D	—	Slowackiego 14a, Jarosław
	* Reisel	16		—	—
	* Liba	16		—	—
113824	ABRAHAM Sarra	20	B/3	—	Syrokomi 20, Kraków
113833	ROSENBLUM Ida	19	B/3	—	c/o Zionist Palestine Office, Warsaw
113834	HOCH Eidl	18	B/3	—	Warsaw
113844	DRUCKER Rueba	28	D	—	c/o Zionist Palestine Office, Warsaw
113845	SCHACHTER Dawid	19	B/3	—	Piastowskiego 57, Krakow
113848	GERC Perla	57	D	—	c/o Zionist Palestine Office, Warsaw
	* Hirsch	15		—	Kilińskiego 52/5, Siedlce
113849	AJZENBERG Sara	50	D	—	Stodolna 4/10, Grójec
	Jankiel	16		—	—
	Witla	8		—	—
	Awigdor	6		—	—
113852	SZTAJER Chaja	43	D	—	Wandy 1, Katowice
	Szaja	19		—	—
	* Lejcha	11		—	—
	Chaim	9		—	—
113871	RODBERG David	21	B/3	—	Luna, pow. Grodno
113872	TRACH Gedalia	20		—	Grodno
113873	MAN Motek	22		—	Mir
113874	SHAPIRA Alter	21		—	Marzna
113875	REBEN-STEIN Ichoch	22		—	Mir
113877	KURICKI Moze	24		—	Marzna
113878	KARELICZ Szloma	24		—	Lachowice, pow. Baranow.
113895	NURBERG Juda	27		—	Pozajec
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113892	RODZIEJE Abram	23		—	Ramieniec
113894	HIRSH Leib	23		—	Stary Brus, pow. Grodno
113895	BLUMENTRUT Haim	23		—	Lomża
113896	BURSTEIN Samuel	23		—	Lomża
113899	RELDZINSKI Icchok	21		—	Supraśl
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113901	SHAPIRA Benjamin	22		—	Radom
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117730	BLUMENKRANZ Rochla	16		—	Legionów 34, Kobryń
117733	SCHWARTZ Rochla	16		—	Sanok
118028	WITZTUM Mozes	45	D	—	Werbka Dubienska
118029	PIPERBERG Nafatli	61	D	—	Poland
	Leja	61		—	Zbasyń
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## THEATRES AND MUSIC

## WE WANT YOUR OLD HATS

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MAŁY. Zbigniew Ziembrowski in "Temperaments" (by Cwojdziński).

NOWY. Cwiklińska and Lubenska in "Hay Fever" (by Noel Coward).

NARODOWY. "Our City" (by Thornton Wilder).

TEATR 8.15. Szczępańska in "Snowkownie".

POLSKI. Modzelewski in "The Defence of Xantippe" (by Morsztin).

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BALTYSK. Sullavan and Taylor in "Three Friends".

CAPITOL. Barszczewska in "Kląstwo Krystyny".

CASINO. Francisca Gasil in "Honey-moon".

COLOSSEUM. Joan Bennett in "The Chase".

EUROPA. Loretta Young in "Three Blind Mice".

IMPERIAL. Loretta Young in "Four Men and a Prayer".

NAPOLEON. Yvonne Printemps in "Trois voleuses" (French musical).

PALLADIUM. Meg Lemmon in "La Belle Etoile" (French).

PAN. Barszczewska and Pichelska in "Trzy Serce" (Polish drama).

RITALTO. Cooper and Oberon in "The Lady and the Cowboy".

ROMA. Spencer Tracy in "Boys town".

STUDIO. Hans Albers in "Sergeant Berry" (German).

STYLOWY. Elisabeth Bergner in "Stolen Life".

SWIATOWID. E. G. Robinson in "His Law".

VICTORIA. Crawford and Sullavan in "Shining hour".

Starred cinemas play at 5, 7, 9,

2412	HAMBURGER Jakob	54	A/1	23.3.39	31.3.39	Warsaw
2173	LANDAU Barnach	50	A/1	—	Krakow	
	Sara	50		—		
2418	f.22 KÜGLER Marja		G	—	30.4.49	Topolowa, Krakow
2418	f.17 HERBST Hendla		G	—	17.9.39	Sienkiewicza 135, Rozwadów, Miechowice
2418	f.18 EIRNBALD Rachela		G	—	18.8.39	c/o Silber, Rozwadów, Miechowice
2418	f.16 HAAR David		G	—	31.7.39	Kolbuszowa 13, Lublin
2417	f.4 NEUS Ascher		G	—	30.4.39	Jabłonowskich, Lwów
2406	f.05 JAZENSZTADZ Azriel		G	—	31.3.39	Złoty, Lublin
2112	f.45 SZELZEN PINCHOS		G	—	30.4.39	Złota 2, Równe, Wolhynia
	" Mozes "		G	—		
2419	f.81 SZTERN Dawid	55	G	—	31.7.39	Gęsia 20, Warsaw
2419	f.84 GOLDURSKA Rachela	52	G	—	31.3.39	Tatarska 13 m. 6, Wilno
2419	f.85 HOCHERMAN Jephoda	36	G	—	18.8.39	Wolbrom
1955	CWALBEL Numa	44	G	—	31.12.39	27/1 Leszno, Warsaw
1955	f.88 KALISZKA Ada	31	H	—	14.3.39	Szczępańska 8, Lódź
2419	f.85 STEICHER Frieda	32	H	—	20.4.39	138 Odnowy, Lódź
2419	f.86 SILBERSCHUTZ Chaja	29	H	—	23.3.39	2 Ujejskiego, Złowotowice
2419	f.87 ELBLINGER Jakub	32	H	—	31.10.39	Willa Rehnera, ul. Moniuszki 2, Otwock
	" Szefy "	30	H	—		
2419	f.88 PLEWPA Pesza	68	H	—	—	22.5.39 Ciechanow, Mławska 10
2419	f.89 ZMUDZKA Cywja	—	H	—	—	20.5.39 Siedlce 1, Lublin
2419	f.90 EPSTEIN Frejda	—	G	—	—	24.5.39 Lublin, Bialystok
2405	f.128 SCHUMAN Nachman	24	G	—	—	Bielska 24, Warsaw
2419	f.93 ZYLBERMAN Ichak	21	G	—	—	Wola Deszczynska, Warsaw